

Hylan Subway Scheme Silly, McAneny Says

All Movements to Quickened Transit Must Originate With Commission, Chairman's First Warning

Greeted It All as Politics

City's Borrowing Capacity Is Mortgaged Out of Sight Now, He Declares

George McAneny, chairman of the Transit Commission, said yesterday that Mayor Hylan's \$600,000,000 transit plan was wholly deceptive in that under the rapid transit law the Transit Commission has the sole authority to lay out new subway routes and to prepare plans for their operation.

He added that the borrowing capacity of the city is mortgaged out of sight; that the Mayor's "recapture" plan for taking over what he wants of the present subways means a disintegration of the present five-cent fare, and that the Mayor is talking for political effect.

The transit commissioners, like the bankers and the bond buyers, have to keep close tabs on the city's financial commitments. With a debt-incurring margin of about \$150,000,000, in round figures, the city is committed to completion of work under the existing dual railway contracts in the sum of \$35,000,000; to the proposed Staten Island tunnel, \$81,000,000; with new education expenditures of about \$50,000,000 a year for the next five years.

McAneny's Statement

Commissioner McAneny said the Transit Commission's plan for new subways would not add a dollar to the city's indebtedness. In a formal statement with reference to the Mayor's transit plan, Mr. McAneny said: "Under the rapid transit law the Transit Commission has the sole authority to lay out new subway routes and to prepare plans for their operation. The determination of new routes is subject to the approval of the Board of Estimate and Apportionment, which, however, has no power of initiative in the matter, and can act only upon plans of the Transit Commission. The law so required fifteen years ago, and has so required ever since, as the Mayor and his advisers are, of course, well aware, my suggestion, therefore, that the scheme now presented by the Mayor, whether upon examination it is found to have any merit in it or not, can be put into effect by the Board of Estimate alone is, of course, not to be taken seriously."

Seeks Constructive Plan

The plan of the Transit Commission, the outline of which was published a year ago, and the development of which has had its constant attention, provides not only for the reorganization of the generally chaotic condition the commission inherited, but for the immediate construction of a series of new subways that will give the traveling public relief of the sort that it can hope to get in no other way. It would, of course, mean fur-

ther delay if the attention of the public were diverted from the commission's program of actual relief to consider alternatives that are impossible of achievement and that are put forward merely for the purpose of further obstruction. If then the plans of the Mayor are intended for serious consideration, they will be promptly referred by the Board of Estimate to the Transit Commission. The commission, as the law contemplates, will proceed in the natural course to hold public hearings upon them, and to adopt anything they may happen to contain that would really aid a constructive program.

The commission, under ordinary circumstances, would avoid any advance comment of a positive sort upon the particulars of any matter likely to be submitted to it. In the consideration of any of the particular routes the Mayor proposes it certainly will follow this rule. It may well be the basis of the modifications suggested would improve the routes it has already laid out and made public. Upon the broader features of the Mayor's scheme, in view of its publication so far in advance of actual presentation either to the Board of Estimate or to the commission, we shall, however, be bound to make passing comment. This the proper information of the public will require. At the moment I think it necessary only to point out:

"First—That the Mayor's plan, so far as it promises an independent program of subway building by the Board of Estimate and Apportionment, is, to repeat, wholly deceptive, for the reason that nothing whatever can be done along the line he suggests except upon the initiative of the Transit Commission."

"Second—That the suggestion of an expenditure of \$600,000,000 by the city, within the limits of its legal borrowing capacity, and in addition to the amounts that would be required to take over the privately owned lines in the dual system that is it proposed to recapture, and to the further sums that would be involved in the acquisition of elevated and surface franchise rights, the ripping down of elevated structures and the ripping up of surface tracks, the purchase of operating equipment for a city-wide bus service, the building of new tunnels, bridges and so on, is ludicrous in the extreme."

"The present legal borrowing capacity of the city is already mortgaged virtually out of sight by the city's other present obligations. Moreover, were there no encumbrances whatever upon it, the cost of the recapture of the old lines would alone wipe it out; and any additional borrowing capacity realized within the next few years over and above the sums which will annually be required for docks, schoolhouses and other municipal purposes not paid for from taxation would not finance a tenth of the system the Mayor is proposing."

Mayor's Price

"Third—That the recapture of those parts of the existing system now operated under lease by the railway companies would mean not an extension of the five-cent fare system, but, on the contrary, a further disintegration and tearing apart of so much of the five-cent fare system as the Mayor has left without realizing the slightest corresponding benefit at any point."

"Under the dual contracts the old and new subways of the Interborough Company, East Side and West Side alike, were united in the one system on the basis of a common five-cent fare. Every line in the elevated system of Brooklyn still held under private ownership was at the same time linked up on a basis of universal transfer and a common five-cent fare with the Fourth Avenue subway in Brooklyn and the Broadway line to Fifty-ninth Street, Manhattan, and

5½% MONEY

An unlimited amount to loan on desirable improved real estate in Manhattan and Bronx.

Low fees, prompt answers, early closings.

Title Guarantee & Trust Co.

Capital, surplus and profits, \$20,000,000

176 Broadway, New York

across the East River to Queens. Though it is difficult to believe, the Mayor is proposing that all of these lines again be separated, his new municipal system to charge five cents upon one set and the old operators of the original subway and of the Brooklyn lines to charge another five cents upon their. This is a part of the price the Mayor would charge the public for the privilege of having their railroads operated by a city department rather than by railway men.

Need of New Lines

"Fourth—That any plan for the building of new subways, and the installation of new surface facilities, that is to be offset, as the Mayor proposes, by the ripping out of the existing elevated and surface facilities, will add practically nothing to the net carrying capacity of the existing system, for the reason that there would be merely a transfer of the present volume of traffic from one kind of cars to another, without providing for years of the accommodation for more passengers that the conditions of today imperatively demand, to say nothing of future need."

"What the situation calls for, beyond the getting of every ounce of service out of the lines now in operation that their tracings will permit, is the promptest sort of provision for the building of wholly new lines, of lines that actually can be financed, and not only the preservation at every point of the common five-cent fare, but the broadest possible extension of the five-cent area."

"The plan of the Transit Commission, concerning which the Mayor still shows an almost unbelievable lack of understanding, demands exactly this: It calls for further unification, and for the resumption of the broken lines and the abandoned transfers that the Mayor's policy has developed during the past five years. It does not propose for a moment the use of city funds for the acquisition of existing properties. It would not add a dollar to the city's indebtedness; but, on the other hand, would provide for a means of liberation of the existing city-owned lines from the indebtedness they now carry, with a corresponding command of actually available funds for real subway building."

"The members of the commission have not, of course, had an opportunity to examine minutely the details of the Mayor's scheme. There will, however, be plenty of time for their examination and public discussion—though the Mayor's choice of a time for the launching of a plan, after five years of inaction and nearly a year after the publication of the plan of the Transit Commission, suggests irresistibly that the discussion he is provoking is ex-

pected to parallel the period of the political campaign. His choice of time is, of course, a circumstance that the Transit Commission cannot alter. The commission is, however, quite prepared to enter into any discussion that the proper enlightenment of the public demands, whether now or at any other moment, and it will respond accordingly."

Charles J. Edwards, president of the Real Estate Board of New York, in commenting on the Mayor's plan, said he was opposed to the municipal operation of the railroads on the grounds that it would be much more expensive than private operation and that the extra cost would be saddled on the already overburdened taxpayers.

Stewart Brown, president of the United Realty Owners, said that the plan was simply a vote-getting political document.

"You have only to read the last point put forward by the Mayor in this plan, namely, that it will provide employment for years to come and that under it there will be no strikes or other trouble, to catch the real drift of the scheme, said Mr. Brown. "Apparently the administration is willing to spend \$600,000,000 for any old thing in any old place, tearing down the existing and building the new."

Albert Goldman, president of the Bronx Board of Trade, said that the Mayor's scheme was a "step in the right direction," but he did not indicate how much further he thought the Mayor ought to go.

Seize Roads, Bryan Says

WASHINGTON, Aug. 28.—Declaring that the "compulsion is so urgent" that no time should be lost, William Jennings Bryan, in a letter to-day to Senator Walsh, Democrat, of Massachusetts, advocated action by Congress giving the President authority to take over temporarily the mines and the railroads to "put an end to an intolerable situation."

Collins Buried With Fiancee's Lily on Coffin

Soldier Marches Down Aisle at End of Requiem Mass With a Last Token to Dead Leader From Girl

Services in Every Town

250,000 Bare Heads on Dublin Streets as Body Goes to Rest by Griffith's

Special Cable to The Tribune

DUBLIN, Aug. 28.—A single white lily lay on the coffin of Michael Collins as the body of the slain Free State leader passed through the streets of Dublin today to Glasnevin Cemetery, where he was laid at rest beside his colleague, Arthur Griffith.

As the requiem mass in the Dublin Cathedral was drawing to a close before the funeral procession started a military dispatch rider galloped up to the cathedral. Entering the main door he strode up the aisle and laid the lily on the coffin. It was the last tribute sent by Kitty Kiernan, the dead leader's fiancée.

Dublin's silence as the funeral procession moved through the streets was broken only by the wailing of the Irish pipes and the throb of muffled drums. A quarter of a million people lined the highways with bare heads as the gun carriage bearing the body of the slain leader passed along. All business was closed down except for essential services throughout the whole area of the Free State, and from 11 o'clock until noon services were held in every town and village in the country coincident with the requiem in the cathedral.

300 Priests in Choir

The drapings of the cathedral were black and purple and the catafalque on which the coffin rested was draped in black and gold with the yellow, green and white tri-color of the Free State. Archbishop Byrne celebrated the mass in the presence of a congregation representative of all interests of Irish life. With representatives of Premier Lloyd George, Colonial Secretary Churchill and foreign consuls the ministers and chiefs of the army of the Free State occupied seats facing the catafalque, at the four corners of which stood the motionless figures of four officers in the green uniform of the Free State. There were 300 priests in the choir.

The strains of Chopin's funeral march sounded as the coffin was carried to the gun carriage. The procession formed with a large body of the Free State cavalry at the head, followed by the clergy and a guard of honor composed of the Dublin Guards in accordance with Collins's last wish. Immediately behind the coffin marched a solitary figure in black—John Collins, the dead leader's brother. Beside him was General Sean Hales, Dail member, whose brother, Tom Hales, was the rebel leader in the County Cork area where Collins sprang his first military exploit. Behind him followed the Free State Army. Five sisters, one a nun from a convent in England, rode in the mourners' carriages.

Crowds Overflow Sidewalks

Unlike the funeral of Arthur Griffith which was practically confined to military chiefs, Dail members, relatives and clergy—representatives of every national organization as well as the public followed Michael Collins to his grave. The procession marching at a rapid pace took ninety minutes to pass a given point on the six-mile route lined with blue-uniformed civil guards. Bareheaded crowds overflowed all the sidewalks and every point of vantage. "Michael Collins will never be buried," said General Mulcahy, simply standing beside the open grave at Glasnevin. "His spirit will live to guide the Irish people to the accomplishment of his ideal."

Lloyd George's representative was Lionel Curtis, one of the secretaries of the Irish Peace Conference, who has just returned from the sessions of the Institute of Politics at Williamstown, Mass.

There was no demonstration on the part of the rebels to-day and no incident reported from any part of the country to mar the solemnity of the most impressive national tribute to the memory of any Irish leader, even surpassing that paid to Parnell.

Northport. It was found by William Mahon, who owns a summer bungalow on the beach, and was identified by Phipps's name on the shirt and the laundry marks on his golf stockings. Young Phipps was a son of A. J. Phipps, wealthy lumber merchant. On the day he drowned he was in his speed boat for East Hampton, L. I., accompanied by William Lyons, his roommate at college. When the boat was off Port Jefferson, Phipps climbed over the engine covering to look at a loosened radiator cap in the bow. In getting back he slipped into the water. Lyons continued for some distance before he realized that Phipps had fallen off. He stopped the boat and returned to where Phipps was last seen, but no trace could be found of him.

The funeral will be held to-morrow afternoon at Christ Episcopal Church, Oyster Bay, and the body will be taken to Philadelphia for burial Wednesday.

Colby Declines Senate Race

The time limit for filing petitions for nominations for Governor, United States Senator and Congressman in New Jersey expired at midnight last night. Interest centered largely in the primary Senatorship race between Senator Joseph S. Frelinghuysen, a member of the Senate Finance Committee and one of the framers of the new tariff, and General George S. Colby, running on what he calls a progressive platform.

The friends of Everett Colby, of West Orange, made a strong drive to get him to enter the Senatorship race against Senator Frelinghuysen, and even as late as Saturday last they thought Mr. Colby might get into the

skirmish. Mr. Colby, however, withstood the pressure, and the contest is between Senator Frelinghuysen and Mr. Record.

Sound Gives Up Body Of Donald A. Phipps

Yale Student Was Drowned Near Port Jefferson When Washed From Yacht

OYSTER BAY, L. I., Aug. 28.—The body of Donald A. Phipps, twenty-three-year-old Yale student, who was drowned near Port Jefferson on August 19, was recovered to-day in Long Island Sound near Northport.

The body was washed ashore on the beach at Port Salonga, four miles from

FACTS about PAPER

NO. 15

If a day's production of I Buckeye Cover Paper were made in a continuous sheet, it would be more than fifty miles long. One day's output would cover a field of six acres. Enough Buckeye Cover Paper is made each day to provide covers for more than 1,500,000 catalogs, 6 x 9 inches.

Samples on request LINDENMEYER Telephone SPRING 9600

DOBBS COATS



Burberry English Coats waterproofed for motor and inclement weather, generously tailored with roomy raglan shoulders fifty dollars

A MEN'S SHOP WITH TAILORED THINGS FOR WOMEN

DOBBS & Co 620 and 244 Fifth Avenue

Broadway Saks & Company at 34th Street

Extraordinary Values

for the Remaining Days of the Important

August Sale of FURS

IN the Autumn prices for coats of the quality offered in the August Sale will be fully one-third more, the cost of all raw furs increasing almost daily.

A Deposit of One-Third

will reserve any fur coat in the collection, the balance to become due when you take your furs from our modern vaults in the Autumn.

Hudson Seal Coats

of fine deep-furred pelts, trimmed with collar and cuffs of either beaver or squirrel, and fashioned in the modish 40 inch length model 275.00

Hudson Seal Coats

in 40 inch model, adorned with attractive deep collar and cuffs of self-fur 210.00

Hudson Seal Capes

of perfectly matched skins, graceful and at the same time, protective, with practical collar of self-fur or squirrel. These are 45 inch models 295.00

Extra Size Hudson Seal Coats

smartly fashioned in a 40 inch belted model and trimmed with self-fur; exquisitely lined 345.00

Moleskin Coats

gracefully designed in enveloping 45 or 46 inch models in six different and most attractive designs—the pelts luxuriously soft and evenly matched 285.00

Squirrel Coats

designed in a sports model to suit the needs of the younger set, of splendidly selected deep-furred pelts 310.00

Persian Lamb Wraps

graceful full length models, trimmed with deep collar and cuffs of Japanese Marten, and exquisitely lined 295.00

Persian Lamb Coats

trimmed with a most practical fur, for collar and cuffs—skunk of a rare quality 295.00

Persian Lamb Coats

of beautiful, lustrous pelts, fashioned with the attractive Jenny sleeves, and trimmed with shawl collar and cuffs of luxurious mink 395.00

Natural Squirrel Capes

in an exceedingly graceful 45 inch model 415.00

Taupe Caracul Coats

the quintessence of sport furs, in an engaging 40 inch model, with chin collar and cuffs of Viatka squirrel 275.00

Black Caracul Coats

for smart trotteur wear, of lustrous skins, trimmed with collar and cuffs of skunk or black fox 235.00

Natural Raccoon Coats

the fur that will stand up against all sorts of rough wear, fashioned in 40 inch sports models 215.00

Natural Raccoon Coats

in those smart collegiate models that all young girls will want 185.00

Natural Muskrat Coats

in models for the younger set and all their outdoor activities. They are 40 inches long 100.00

Furs described as Hudson Seal are seal-dyed Muskrat.

Sixth Floor

The McCreery Men's Shop

Combining Two Extremes!

Two-Piece Tropical Worsted SUITS \$14.75

Formerly Sold at \$25.00 and \$32.50

Fine All Wool Winter OVERCOATS \$29.50

\$15.00 to \$25.00 Less Than Later

The Suits

These are not to be confused with cheaper summer suits which ordinarily sell around 14.75. They are from one of our regular makers who has made us such tremendous price concessions that we can now offer them below original wholesale cost. Included in the assortment are plain colors, stripes, checks and other patterns, in one, two and three button models. Sport models are also represented. Perfectly tailored and mostly one quarter silk lined. Regulars 34 to 44—shorts 34 to 42—stouts 38 to 48.

The Coats

We have sold hundreds already which speaks well of them. In fact a common remark among the men who purchase them has been, "Why, they're all so good I don't know which one to take." Every coat is carefully tailored of fine all wool coating fabric with plain or plaid inside facing. Yokes and sleeve linings of silk or satin. There are ulsters, raglans, chesterfields and nine other models. Sizes 34 to 48. They will be stored free of charge until November 1st.

Charge purchases will appear on bills rendered October 1st

James McCreery & Co.

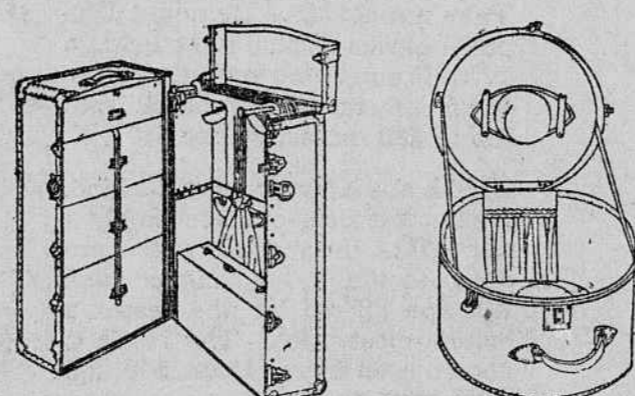
5TH AVENUE — SECOND FLOOR — USE THE 5TH AVENUE ENTRANCE — 34TH STREET



Luggage Sale

Luggage Sale

Business to Move Forward Must Go Back to Low Prices



"Cross" Wardrobe Trunk. Adapted for men's or women's use. Fitted with garment hangers, laundry bag, shoe box, 4 spacious drawers, top one with lock fastening; metal bar locking other drawers. Flowered cloth lining. Fibre covering and binding. Heavy plated steel trimmings and lock. Two sizes. Specially priced.

Full size \$42.50

Three-quarter size \$39.50

Formerly \$55, \$52

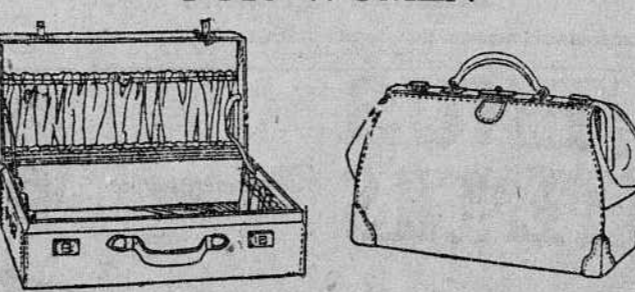
"Cross" Bonnet Box. Strong and light weight. Fitted with one and two removable hat forms; shirred pocket at back for veils, handkerchiefs, gloves, etc. Made of black enamel cloth, with leather binding, fancy lining. Specially priced. Four sizes. \$10.00

Formerly \$15.00

"Cross" Week-End Case. This case suitable for traveling. Of black enameled cloth, with leather capped corners. Fancy cloth lining throughout. Removable tray with ample space underneath. Strong lock. Leather straps around entire case. Sizes 24, 26, 28 inches. \$10.00

Formerly \$15.00

FOR WOMEN



"Cross" Suit Case. A smart and light weight suit case for women, lined throughout with moire silk. A long shirred pocket inside lid for gloves, veils, etc., and side pockets for handkerchiefs; ample space for wearing apparel. Black cobra grain hide. Three sizes, 20, 22 and 24 inches. \$19.50

Formerly \$25, \$26, \$27

"Cross" Kensington Bag. A large and roomy traveling bag, made of genuine walrus leather in black or brown. Silk lining. Strong handle and leather reinforced corners. Size 16 inches. \$15.00

Formerly \$24.50

"Overnight" Bag. Style with folding bottom. Capacious and light weight. Black cobra hide leather, moire silk lining. Strong handle and lock. Two sizes, 14 and 16 inches. \$17.00 \$18.00

Formerly \$24, \$25

NEW YORK Fifth Avenue At 37th Street 253 B'way (Opp. City Hall) BOSTON 145 Tremont St. LONDON 89 Regent Street

Mark Cross

The World's Greatest Leather Stores